

Message Text

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ACTION EUR-25

INFO OCT-01 EA-11 ADP-00 AID-20 CEQ-02 CIAE-00 COA-02

COME-00 DODE-00 EB-11 EPA-04 INR-09 IO-12 L-03 NSF-04

NSC-10 NSAE-00 PM-09 RSC-01 SCI-06 SS-14 OST-04

NEA-10 PA-03 PRS-01 GAC-01 USIA-12 MBFR-03 SAJ-01

OIC-04 INT-08 HEW-08 HUD-02 DOTE-00 RSR-01 /202 W
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R 150330 Z MAR 73

FM AMEMBASSY TOKYO

TO SECSTATE WASHDC 2369

INFO USMISSION NATO

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DEPARTMENT PLEASE PASS FRANK RICHARDSON, NHTSA ESV OFFICE;
NHTSA ACTING ADMINISTRATOR; BOBBY BOAZ; AND ALL NHTSA
ASSOCIATE ADMINISTRATORS. FROM MANNELLA

E. O. 11652: N. A.

TAGS: SENV, NATO

SUBJ: CCMS: KYOTO CCMS EXPERIMENTAL SAFETY VEHICLE
CONFERENCE (MARCH 13-16, 1973)

1. THERE FOLLOWS TEXT OF PRESENTATION OF JAMES M. BEGGS,
SPECIAL REPRESENTATIVE OF SECRETARY OF TRANSPORTATION TO
ESV CONFERENCE, DELIVERED AT FOURTH CCMS ESV CONFER-
ENCE IN KYOTO, JAPAN MARCH 13, 1973. PRESS CONFERENCE
FOLLOWING PRESENTATION QUIET AND NO PROBLEMS RAISED.
OVERALL REACTION TO BEGGS' STATEMENT ALSO FAVORABLE.
WRAP- UP TELEGRAM WILL FOLLOW AT END OF CONFERENCE
WHICH IS PROCEEDING SMOOTHLY.

2. BEGIN TEXT: AT THIS TIME, LADIES AND GENTLEMEN, IT
IS MY DISTINCT PLEASURE TO PRESENT THE STATUS OF THE U. S.
EXPERIMENTAL SAFETY VEHICLE (ESV) PROGRAM AND ITS RELATION-
SHIP TO THE PROGRAM PLANNED FOR MOTOR VEHICLE SAFETY STAND-
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ARDS.

2. AS YOU WILL RECALL, DURING THE WASHINGTON CONFERENCE LAST MAY WE SUMMARIZED THE RESULTS OF THE AMF AND FAIRCHILD PROTOTYPE ESV TEST PROGRAM AND DREW SOME TENTATIVE CONCLUSIONS AS A RESULT OF THOSE TESTS. WE ALSO DISCUSSED A PROPOSED SCHEDULE FOR THE FOLLOW ON ESV OPTIMIZATION PROGRAM WHICH I WILL ADDRESS IN MORE DETAIL A LITTLE LATER. FOR THEIR PART

THE GENERAL MOTORS CORPORATION AND THE FORD MOTOR COMPANY PRESENTED THE RESULTS OF THEIR EXCELLENT ESV PROGRAMS. FINALLY, WE AGREED TO INDICATE THE RELATIONSHIP BETWEEN THE ESV PROGRAM AND THE PROGRAM PLANNED FOR MOTOR VEHICLE SAFETY STANDARDS.

3. SINCE THE WASHINGTON CONFERENCE, WE HAVE ANNOUNCED THE SELECTION OF THE AMF PROTOTYPE ESV AS THE WINNER OF THE COMPETITIVE TEST PHASE. AMF IS NOW CONTINUING A TRADE-OFF AND INTEGRATION STUDY. UPON RECEIPT OF THE STUDY RESULTS, THE DEPARTMENT WILL DETERMINE WHETHER OR NOT IT IS COST EFFECTIVE TO PROCEED WITH THE FABRICATION OF OPTIMIZED PROTOTYPES. DURING THE U. S. TECHNICAL PRESENTATION ON THURSDAY MORNING YOU WILL RECEIVE A COMPREHENSIVE REVIEW OF AMF'S PROGRESS.

4. ON FEB 13, 1973 IN WASHINGTON, D. C. THE SECRETARY OF TRANSPORTATION OFFICIALLY ACCEPTED THE FIAT 500 ESV. THIS ACCEPTANCE RESULTED FROM NEGOTIATIONS WITH THE ITALIAN GOVERNMENT AND THE FIAT MOTOR COMPANY FOR THE EXCHANGE OF FIAT ESV'S FOR TEST PURPOSES. THESE TESTS WILL ADDRESS THE LARGE CAR/ SMALL CAR CRASH PROBLEM AND WILL ADD TO OUR UNDERSTANDING OF THE PROBLEM OF VEHICLE AGGRESSIVENESS. THE INITIAL RESULTS OF OUR EVALUATIONS OF THE CRASH TESTS BETWEEN THE LARGE AMF ESV AND THE SMALL FIAT ESV WILL ALSO BE GIVEN DURING THE U. S. TECHNICAL PRESENTATIONS ON THURSDAY MORNING.

5. I SHOULD LIKE TO TAKE THIS OPPORTUNITY TO EXPRESS TO THE ITALIAN GOVERNMENT AND THE FIAT MOTOR COMPANY THE DEEP APPRECIATION OF THE U. S. FOR THIS SIGNIFICANT CONTRIBUTION TO INTERNATIONAL COOPERATION IN THE FIELD OF AUTOMOTIVE SAFETY.

6. IN REGARD TO THE MOTOR VEHICLE PROGRAM PLANNED, OUR REVISED RULE- MAKING SCHEDULE CALLS FOR THE ISSUANCE OF A SYSTEM PER-

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FORMANCE STANDARD WHICH WILL INCREASE THE REQUIRED FIXED RIGID

BARRIER IMPACT VELOCITY FROM 30 MILES PER HOUR TO 40 MILES PER HOUR IN AUGUST 1979. IN REACHING THIS DECISION, CONSIDERATION HAS BEEN GIVEN TO: (1) THE INFORMATION CONCERNING FEASIBILITY AND LEAD TIME FURNISHED BY THE INTERNATIONAL AND DOMESTIC MANUFACTURERS; (2) THE RESULTS OF NHTSA RESEARCH ON STRUCTURES AND RESTRAINING COMPATIBILITY APART FROM THE ESV; (3) THE INSIGHT GAINED THROUGH THE ESV PROGRAM; AND (4) BEST ESTIMATES OF THE TYPES OF COLLISIONS THAT ARE CAUSING THE MOST SERIOUS INJURIES AND FATALITIES. THESE ESTIMATES ARE BASED ON NHTSA, AS WELL AS OTHER, ACCIDENT INVESTIGATIONS AND STATISTICAL DATA.

7. DISCUSSING THE E POINTS IN INVERSE ORDER, A PICTURE IS EMERGING FROM ACCIDENT STATISTICS WHICH INDICATES THAT THE SO-CALLED BARRIER EQUIVALENT SPEED IS LOWER THAN PREVIOUSLY THOUGHT FOR MANY CAR TO CAR COLLISIONS. THIS IS PARTICULARLY TRUE FOR SIDE IMPACTS WHO CONTRIBUTION TO THE TOTAL PROBLEM HAD BEEN PREVIOUSLY UNDERESTIMATED WITH REGARD TO BARRIER EQUIVALENT SPEEDS THIS PROBLEM STUDY EXCEEDS A QUANTITATIVE SOLUTION BY NHTSA ACTIVELY INVESTIGATING VARIABLE BARRIERS BETWEEN FIXED AND MOVING IN AN ATTEMPT TO OBTAIN TEST REQUIREMENTS WHICH ARE MORE REPRESENTATIVE OF ACTUAL ACCIDENTS. THIS WORK HAS NOT PROGRESSED TO THE POINT THAT WE CAN PREDICT WHETHER THESE DEVELOPMENTS WILL AFFECT THE REQUIREMENTS FOR PLANNED STANDARDS REVISIONS IN 1979 OR 1980. HOWEVER, IT IS BELIEVED, FROM MUTUAL DISCUSSIONS AS WELL AS FROM NHTSA CALCULATIONS, THAT THIS IS A MORE MEANINGFUL APPROACH IF THE REQUIREMENTS ARE PROPERLY ESTABLISHED.

8. THE ESV PROGRAM HAS ESTABLISHED THE TECHNOLOGICAL FEASIBILITY OF PRODUCING STRUCTURES THAT ARE CAPABLE OF 50 MILE PER HOUR FIXED RIGID BARRIER IMPACTS YET HAVE LOW AGGRESSIVENESS IN IMPACTS WITH SMALL CARS AND/OR MORE COMPLIANT VEHICLES AND/OR AT LOW AND INTERMEDIATE BARRIER EQUIVALENT VELOCITIES. HOWEVER, WHILE THESE VEHICLES ARE OVER DESIGNED AND VERY HEAVY THERE IS EVERY REASON TO BELIEVE THAT MUCH OF THE EXCESS WEIGHT COULD BE ELIMINATED IN ANOTHER DESIGN ITERATION AND A MORE PRODUCIBLE VEHICLE BUILT.

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ACTION EUR-25

INFO OCT-01 EA-11 ADP-00 AID-20 CEQ-02 CIAE-00 COA-02

COME-00 DODE-00 EB-11 EPA-04 INR-09 IO-12 L-03 NSF-04

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NEA-10 PA-03 PRS-01 GAC-01 USIA-12 MBFR-03 SAJ-01

OIC-04 INT-08 HEW-08 HUD-02 DOTE-00 RSR-01 /202 W

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R 150330 Z MAR 73

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9. NHTSA CONTRACT RESEARCH PROGRAMS ARE ACTIVELY PURSUING A BETTER UNDER TANDING OF THE STRUCTURAL AND RESTRAINT COMPATIBILITY PROBLEM. THIS RESULT IS BASED ON EXPANDING EARLIER WORK PRESENTED BY ESV MANUFACTURERS AT EARLIER CONFERENCES. BRIEFLY THE COMBINED CRASH INTERIOR DISTINCTIONS REQUIRED FOR LESSENING RESTRAINT FORCE ARE LARGE IN HIGH SPEED IMPACTS. THIS IS PARTICULARLY TRUE IF THERE IS A LACK IN RESTRAINT APPLICATION WHILE OCCUPANT ON- SET RATES ARE KEPT AT OR BELOW PREVIOUSLY RECOMMENDED VALUES. FOR THIS REASON ALSO IT APPEARS THAT THE PROPOSED SCHEDULE COULD BE STRETCH OUT ALTHOUGH IT IS KNOWN THAT 40 MILE PER HOUR PERFORMANCE IS FEASIBLE TO CAREFULLY CONTROLLED CONDITIONS TODAY.

10. WITH REGARD TO LEAD TIME AND OTHER MANUFACTURING CONSIDERATIONS THE MANUFACTURERS ARE ALL AWARE OF THE PROBLEMS WHICH ARE INVOLVED. IT CAN BE STATED THAT THEY VARY FROM MANUFACTURER TO MANUFACTURER AND THAT RULE MAKING CAN PROBABLY NEVER ACCOMMODATE THE ENTIRE SPECTRUM IF IT FULFILLS ITS RESPONSIBILITY TO THE U. S. PUBLIC.

11. I WOULD LIKE TO TAKE THIS OPPORTUNITY TO CLARIFY THE UNCLASSIFIED

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STRUCTURE AND THE PLAN OF THE ESV PROGRAM. WE INTEND TO CONTINUE THE AMF TRADE OFF AND INTEGRATION STUDY. THIS COULD LEAD TO THE DEVELOPMENT, FABRICATION AND TESTING OF OPTIMIZED ESV' S. OUR PRESENT TIMING IS A CAR CAPABLE OF OF OBTAINING BARRIER SPEEDS OF 45 MILES PER HOUR. THESE REQUIREMENTS SUPPORT THE RULE- MAKING PROGRAM PLAN WHICH NOW REFLECTS A 40 MILE PER HOUR REQUIREMENT IN THE LATE 1979 TIME FRAME.

12. THE ADVANCED STATE- OF- OF- ART RESEARCH SAFETY VEHICLE PROJECT IS ENTERING THE CONCEPTUAL AND FEASIBILITY STUDY PHASE. IN MID- FEBRUARY OF THIS YEAR WE FORWARDED COPIES OF OUR INITIAL PERFORMANCE SPECIFICATIONS FOR YOUR REVIEW AND COMMENT. I MUST REITERATE THAT THESE INTIAL REQUIREMENTS ARE TENTATIVE GOALS THAT MUST BE REFINED AS THE PROJECT PROGRESSES. IN SUMMARY THEN, THROUGH THIS PROJECT WE INTEND TO PUSH CURRENT TECHNOLOGY TO DOUBLE IMAGINATIVE SAFETY DESIGNSTHAT CAN HAVE PRACTICAL APPLICATION IN THE NEXT DECADE. WE ARE CONSIDERING WEIGHSPANS OF FROM 2500 TO 3500 POUNDS WITH BARRIER SPEEDS HOPEFULLY AT 50 MILES PER HOUR. I ANTICIPATETHAT DURING THE DISCUSSION SCHEDULED FOR FRIDAY WE WILL HAVE THE OPPORTUNITY TO DISCUSS IN MORE DETAIL YOUR REACTIONS TO THESE POINTS. IN KEEPING WITH OUR POLICY OF ADDRESSING THE SAFETY NEEDS OF THE TOTAL VEHICLE TRANSPORTATION SYSTEM WE INITIATED THIS

YEAR THE EXPERIMENTAL SAFETY MOTORCYCLE (ESM) PROJECT WHICH HAS AS ITS ULTIMATE OBJECTIVE THE DEVELOPMENT OF A SYSTEM SAFETY PERFORMANCE SPECIFICATION FOR THIS CLASS OF VEHICLE. OTHER CLASSES OF VEHICLES WILL RECEIVE ATTENTION UNDER OUR SPECIAL PROBLEM PROJECT WHICH WE PLAN TO INITIATE NEXT YEAR. THE SAFETY SCHOOL BUS IS A PRIORITY EFFORT WITHIN THE SPECIAL PROBLEM PROJECT.

13. AS THE INTERNATIONAL ESV PROGRAM INITIATED UNDER THE NATO COMMITTEE ON THE CHALLENGES OF MODERN SOCIETY MOVES FROM THE DEVELOPMENT PHASE TO THE TESTING PHASE, I AGAIN EXTEND TO EACH OF YOU THE INVITATION TO SEND ESV' S TO THE U. S. FOR TEST PURPOSES. I HOPE THAT THE EXCHANGE OF THE FIAT ESV' S SIGNIFIES ONLY THE BEGINNING OF A MAJOR INTERNATIONAL ESV TEXT PROGRAM. END TEST.

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*** Current Handling Restrictions *** n/a

*** Current Classification *** UNCLASSIFIED

Message Attributes

Automatic Decaptioning: X
Capture Date: 01 JAN 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: n/a
Control Number: n/a
Copy: SINGLE
Draft Date: 15 MAR 1973
Decaption Date: 01 JAN 1960
Decaption Note:
Disposition Action: n/a
Disposition Approved on Date:
Disposition Authority: n/a
Disposition Case Number: n/a
Disposition Comment:
Disposition Date: 01 JAN 1960
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1973TOKYO03034
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: n/a
Errors: n/a
Film Number: n/a
From: TOKYO
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1973/newtext/t19730328/aaaahsvy.tel
Line Count: 267
Locator: TEXT ON-LINE
Office: ACTION EUR
Original Classification: UNCLASSIFIED
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 5
Previous Channel Indicators:
Previous Classification: n/a
Previous Handling Restrictions: n/a
Reference: n/a
Review Action: RELEASED, APPROVED
Review Authority: kellerpr
Review Comment: n/a
Review Content Flags:
Review Date: 20 NOV 2001
Review Event:
Review Exemptions: n/a
Review History: RELEASED <20-Nov-2001 by hagers>; APPROVED <27-Dec-2001 by kellerpr>
Review Markings:

Declassified/Released
US Department of State
EO Systematic Review
30 JUN 2005

Review Media Identifier:
Review Referrals: n/a
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
Secure: OPEN
Status: <DBA CORRECTED> srp 971202
Subject: CCMS: KYOTO CCMS EXPERIMENTAL SAFETY VEHICLE CONFERENCE (MARCH 13-16, 1973)
TAGS: SENV, NATO
To: EUR
SECSTATE WASHDC INFO USNATO
Type: TE
Markings: Declassified/Released US Department of State EO Systematic Review 30 JUN 2005